

To: McComb, Martin[McComb.Martin@epa.gov]
From: Thomas, Mark J.
Sent: Fri 8/7/2015 1:26:14 AM
Subject: RE: ASPECT status

You got it.

Mark Thomas, PhD

ASPECT Program Manager

Field Operations Branch

CBRN Consequence Management Advisory Division

EPA Office of Emergency Management

300 Minnesota Ave

Kansas City, KS 66101

Office: 913-551-5018

Cell: 513-675-4753

From: McComb, Martin
Sent: Thursday, August 06, 2015 8:25 PM
To: Thomas, Mark J.
Cc: Cardarelli, John; Stevenson, Peter; Griswold, Hays
Subject: Re: ASPECT status

Thanks. Do what you can tonight and then focus on a more detailed flight in the morning starting at the blowout and moving downstream.

Thank you,

Marty

Sent from my iPhone

On Aug 6, 2015, at 7:17 PM, Thomas, Mark J. <Thomas.Markj@epa.gov> wrote:

Martin,

We are in the air and about 20 minutes out. The crew is going to fly from Farmington to the NM/CO boarder at 1000 AGL and continue up to Durango. Once they see the interface, they will note the Lat/Long, shoot some oblique's and climb to 2800 ft and shoot overheads. Should have data on the ground by 0900 MDT.

Lines have been developed for Farmington to Durango which are attached. Note we can turn the order around in the aircraft.

In addition, I planning on heading out to Santa Fe to help process and push data.

Mark Thomas, PhD

ASPECT Program Manager

Field Operations Branch

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From: McComb, Martin
Sent: Thursday, August 06, 2015 6:17 PM
To: Thomas, Mark J.
Cc: Stevenson, Peter; Griswold, Hays
Subject: Re: ASPECT status

Ok. Let's run with this plan tonight and in the morning and then we'll turn over operational decisions to one of our two OSCs who will be in the field. They are cc'd here.

M

Sent from my iPhone

On Aug 6, 2015, at 5:02 PM, Thomas, Mark J. <Thomas.Markj@epa.gov> wrote:

Good plan.

Mark Thomas, PhD

ASPECT Program Manager

Field Operations Branch

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From: McComb, Martin

Sent: Thursday, August 06, 2015 6:00 PM

To: Thomas, Mark J.

Cc: Kudarauskas, Paul

Subject: Re: ASPECT status

Excellent.

I suggest that the best use of any time you have tonight would be to ad hoc the flight and just try to find the downstream extent of the spooage. Maybe grab a lat long and wick photo. We think it will be around Durango by the time you get there.

Tomorrow am, we would like you to start at the blowout location and work downstream as far as the spooage is visible. Our R6 friends will appreciate it if we chase it into New Mexico.

Does this make sense? Any issues??

Does your crew have beds?

M

Sent from my iPhone

On Aug 6, 2015, at 4:51 PM, Thomas, Mark J. <Thomas.Markj@epa.gov> wrote:

Martin,

We are going to sit down in Santa Fe and fuel up. We have had to move around a little weather. We are going to cut it close this afternoon on lights but will do our best. If not we will hit it in the morning.

Mark Thomas, PhD

ASPECT Program Manager

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